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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY USSR (Kuibyshev Oblast)

DATE DISTR. 18 Nov. 1949

SUBJECT Aircraft Plant No. 1/18 in Kuibyshev

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Next Review Date: 2008

I. Turbojet Power Plant

a. Length, 80 inches, maximum diameter about 50 inches, air intake and jet about 20 inches in diameter, axial flow engine.

b. Fuel: The fuel looked pink and seemed to be very acidic; the refueling of a plane was observed.

c. The planes were started at the test stand by means of a two-stroke motor set up separately from the test stand.

2. Aircraft Observed at the Plant

a. In production until late in 1948
 Power plant: One or two power plants mounted in the fuselage.

Wings: Rather straight in slight dihedral, at an angle of about 165°. Span about 16 feet, thickness at edges of wing about 10 inches, wing chord at root 72 inches, at tips 4 inches.

Overall length about 20 feet, cross section about 50 inches, height at cabin about 70 inches, height at intake ducts about 40 inches with a cross section of about 30 inches.

Tail assembly: No details available.

Landing gear: Main wheels retract to the outward, nose wheel toward the fuselage.

Cockpit slightly forward of leading edge of wings, of plexi-glass. Height about 18 inches reckoned from the top of the fuselage.

Armament: A 37-mm cannon was installed in the fuselage above the air intake of the turbines; as far as was remembered, fixed. There were two or three machine guns which were never installed in the aircraft plant. It could not be stated where they were fitted.

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Markings and paint: The planes were painted yellow or light brown. It was not believed that this was the permanent coat of paint. Markings were not observed.

Crew: Only one man was seen, but it was believed that the planes were provided to carry a crew of two.

b. Changes in the design of the aircraft built since early 1949 [redacted]

Since this aircraft was only seen aloft, the observations were limited. The difference from the previous aircraft existed in the overall configuration of this plane, chiefly the fitting of the wings, which were slightly swept back. Otherwise there were no pronounced differences. [redacted]

[redacted] this craft was somewhat faster and more maneuverable. Contrary to the previously produced aircraft, only one turbojet engine was fitted. This was ascertained by observation of the air exhaust.

As far as could be observed the armament was the same.

3. In March 1949, an aircraft with pronounced sweepback was observed. This craft was only seen while flying over the factory field.

4. According to Soviets, this plane was said to be capable of supersonic speeds.

[redacted] Comment:

* The description of this aircraft essentially agrees with the MIG-9 model whose production in the KUBYSHEV Plant No. 1/18 is confirmed.

** The aircraft described with one turbojet engine under the wing, pronounced sweepback, and an elevator assembly set higher up, in production in KUBYSHEV since 1949, was repeatedly observed by F-8. This plane probably is a later version of the Mig type. Its turbojet engine presumably is a more powerful model with a static thrust of from 2,000 to 2,500 kg. From the available two reports it is assumed that this more recent Mig version has been in quantity production in the plant since the spring of 1949. [redacted]

[redacted] cannot be evaluated since it shows the turbine mounted under the fuselage in a clearly visible recess. The sweepback category seems, however, to be fitted with an interior turbine having its exhaust at the rear of the fuselage.

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